

"Esso Providence" Making Last Voyage



A SAILOR aboard the former "Esso Providence" paints out the Esso house symbol on the ship which was sold and renamed the "Lisbeth" for one more voyage — to a 'boneyard' in England.

UN MATROOS abordo di e anterior "Esso Providence" ta tapa e emblema di Esso ariba e bapor cual tabata bendí y yama "Lisbeth" pa haci un solo viaje mas — pa un empresa di desarmacion na Inglaterra.

The "Esso Providence" sailed into San Nicolas harbor May 18 and out again May 22. While in port the tanker changed its owners, name and destiny.

The "Providence" was built in 1921 by the Sun Ship Building and Dry Dock Co. of Chester, Pa., for the Union Oil Co. which named it the "Cerro Azul." On its maiden voyage the "Azul" traveled to Tampico, Mexico, where it became a black oil carrier.

The ship was named for one of Mexico's most famous gushers. In 1910 the Huasteca Petroleum Co., a subsidiary of the Mexican Petroleum Co. of California, which brought in the first major producing wells in Mexico, started drilling in the Cerro de la Pez area south of Tampico.

Its first strike was the Juan Casiano No. 7, the first gusher successfully controlled in Mexico. In Feb., 1916, the company brought in its Cerro Azul No. 4, a gusher which a geologist certified as flowing 300,000 barrels a day.

The Mexican government called out its army to help the company bring the well under control.

The ship named for the well had been in service six years when it was ordered to the Standard Oil Co. of Indiana transshipment station at Aruba. The company had just finished cutting an opening through a reef which partially blocked San

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Bradshaw, Thompson Win Class II Capital Awards



LISLE BRADSHAW, a Shipyard subforeman, is congratulated by General Manager O. S. Mingus on winning the top 1953 'Coin Your Ideas' Capital Award for 1953. Mr. Bradshaw suggested running airlines to the repair dolphins in the harbor. The capital Award was worth Fls. 1000.

LISLE BRADSHAW, un subforeman di Shipyard, ta recibi felicitacion di Gerente General O. S. Mingus como el a gana e premio grandi di Coin Your Ideas pa 1953. Sr. Bradshaw a sugeri pa pasa linea di aire pa e dolphin di reparacion den haaf. E premio tabata di Fls. 1000.

Share Fls. 1500 for Submitting Ideas To Reduce Costs In Shipyard, Garage

Lisle Bradshaw, a welding subforeman in the Shipyard, pushed the profit on an idea he first 'coined' in 1953 to Fls. 1500 late last month when he took down the top Capital Award for supervisors.

In March of 1953 Mr. Bradshaw was awarded Fls. 500 for suggesting that airlines be run to the repair dolphins in the harbor to replace compressors which were floated out on the welding barge.

Ships in for repairs tied up at the dolphins to save berthing space. The 'Coin Your Ideas' committee reported Mr. Bradshaw's suggestion saved time, labor and material and gave him the top Class II award at ceremonies held May 21 in the General Office Building.

Winner of the Fls. 500 second Class II award was A. Thompson, a foreman in the Garage. Mr. Thompson noticed that drain pans beneath the crank cases of the larger

'straddle-trucks' were in danger of being cracked when the truck's load was lifted too high.

After other protective devices failed, Mr. Thompson devised a 'floating plate' beneath the crankcase. When the rising load forced the plate in contact with the case, an electrical circuit was closed and a warning horn sounded in the truck.

The committee said Mr. Thompson's idea saved time and labor "by preventing possible motor damage and consequent equipment downtime."

In addition to the Fls. 1500 given the two Class II Capital Award winners, the committee earlier this year awarded Fls. 2200 to four winners of the 1953 Class I Capital Awards.

Mr. Bradshaw and Mr. Thompson were the first Lago supervisors to receive Capital Awards which have been set up on an annual basis.

New Home in Sabaneta

Freres' Building Fund Receives Lago Donation

In continuing its paramount aim of assisting those dedicated to the development of a morally strong and prosperous community, Lago this week made a donation to the Freres of the Institute of the Brothers of the Christian Schools. Lago's donation of Fls. 33,000 was given to help offset the cost of constructing a new home for the Freres in Sabaneta.

Located near the Roman Catholic church and school, the new home will house between 15 and 18 Freres who teach there and in San Nicolas. At present, 38 Freres live in the Huize de la Salle — their home in Oranjestad. Because much of the history of the Christian Brothers in Aruba involves tremendous expansion, the new quarters are more than needed. While the Huize de la Salle is "home" for 38 Freres, its normal capacity is 25. Their home was built in 1914 to house eight persons. To accommodate the growing number of Freres it was enlarged in 1940 and again in 1946. As Frere Andre, former director of the Freres in Aruba said last year, "Once again it has become too small, so we are going to build another home in Sabaneta."

Lago's contribution goes to assist

a group of men whose lives are dedicated to help teach others; men whose numbers have increased to keep pace with the community they are helping to develop. The Freres first came to Aruba in 1937. They had two schools and 650 students. Today they have 10 schools and some 4000 students. Part of a world-wide order, the Christian Brothers were founded by St. John Baptist de la Salle in 1684 as the first order devoted exclusively to Christian education. When La Salle died in 1719, 281 Freres were teaching 9300 students in 27 "communities" composed of a director and a faculty of Brothers. From this beginning came the Brothers who live and teach in Aruba.

Already underway, Petrona & Croes, contractors, are expected to complete the building the latter part of this year.

Aruba Esso News

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Esso News Increased At Gates 1 and 6

Beginning with this issue, the number of copies of the Aruba Esso News at Gates 1 and 6 will be increased to sufficiently cover employees leaving at noon the day of distribution as well as that afternoon and the following day.

In order to accommodate employees on the 12 to 8 shift, copies of the Esso News will be placed in the gate house of Gate 6. Employees leaving at 8 a.m. the day following distribution may pull into the Gate 6 parking area and pick up their copies in the gate house. The patrolman stationed at Gate 6 will not hand out the Aruba Esso News to shift workers leaving at 8 a.m.

The Aruba Esso News will also be available at Gate 6 for other shift groups. Again, shift workers will have to park their cars and pick up their copies in the gate house.

Additional copies will also be placed at Gate 1 for shift workers leaving the afternoon of distribution or following day through that exit.

Seven Employees Given Promotions

Seven employees have been promoted. They are Walter D. Huffman, Jean L. Minton, Garth E. Viele, Gerardus Smit, Cecil Drake, Robert MacMillan and Clarence D. Sexton.

Mr. Huffman was promoted from shift foreman to process foreman in Catalytic and Light Ends; Mr. Minton from C&LE operator to fire equipment maintenance foreman in Process Utilities; Mr. Viele from process foreman to assistant division superintendent in C&LE; Mr. Smit from operator to assistant shift foreman in C&LE; Mr. Drake from foreman to zone foreman in Mechanical — Electrical; Mr. MacMillan from zone foreman — Electrical to assistant zone supervisor in Mechanical — Field Coordination and Mr. Sexton from engineer A to assistant supervising engineer — field engineering in the Technical Service Department.

Mr. Huffman was first employed in 1934 as an operator third-class in the Pressure Stills, was promoted to

(Continued on page 2)

Mas Esso News Na Porta 1 y 6

Cuminzando cu e edicion aki, e cantidad di copia di Aruba Esso News na Porta No. 1 y 6 lo worde aumentá asina cu empleadonan cu ta sali merdia ariba e dia di distribucion, atardi y e siguiente dia lo por haya un copia.

Pa por facilita empleadonan trahando warda 12 pa 8, copia di Esso News lo worde poni na e oficina na Porta 6. Empleadonan cu ta sali 8 a.m. e dia siguiente di distribucion por para nan auto na e lugar di parkeer di Porta 6 y tuma nan copia na e cuarto di Porta 6. E patrolman para na Porta 6 lo no parti Esso News na trahadornan di warda cu ta baha 8 a.m.

Tambe pa otro gruponan di warda Esso News lo ta disponibel na Porta 6. Nan tambe lo mester parkeer nan auto y baha husca nan copia na e oficina na porta.

Copia adicional lo worde poni tambe na Porta No. 1 pa trahadornan di warda cu ta sali e atardi di partiemento di e siguiente dia na e porta aki.

Bradshaw, Thompson a Gana Fls. 1500

Lisle Bradshaw, un subforeman di welding den Shipyard, a pusha suma di un idea cu el a manda aden anja pasá te Fls. 1500 na fin di luna pasá ora el a gana e premio mayor di CYI pa supervisors.

Na Maart 1953 Sr. Bradshaw a recibi Fls. 500 pa linea di aire worde poni pa e dolphinnan di reparacion den haaf pa reemplaza compresornan cu ta worde hibá afor ariba e borge di welding.

Rapornan cu tin algo di drecho ta mara na e dolphinnan pa scapa lugar di mara. Com Your Ideas Committee a reporta cu e sugerencia di Sr. Bradshaw ta scapa tempo, trabao y material y a duna'e e premio grandi durante un ceremonia cortico Mei 21 den Oficina Mayor.

un platillo flotante bao di e crankcase. Ora e carga forza e platillo den contacto cu e crankcase, un circuito electrico ta cerrá; un senjal di advertencia ta zama den e auto.

E Committee a bisa cu idea di Sr. Thompson tabata scapa tempo y trabao "door di preveni posible danjo na motor y conseqente tempo improductivo di e trucknan."

Ademas di e Fls. 1500 cu e ganadornan di premio den Clase II a recibi, e Committee anterior a duna Fls. 2200 na cuatro ganadornan di premonan di Clase I pa 1953.

Ganador di e segunda premio di Fls. 500 den Clase II tabata A. Thompson, un foreman na Garage. Sr. Thompson a nota cu e drain pans bao crank-case di e 'straddle-trucks' tabata na peligr pa worde gekraak ora e truck worde cargá demasado.

Despues cu otro medionan preventivo a fracasá, Sr. Thompson a devisá

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Lago a Contribui na Cas di Freres

Sabaneta ta Luga
Di Edificio Nobo

Continuando su obheto principal pa asisti esnan cu ta dedica nan mes na desarollo di un comunidad moralmente fuerte y prospero, e siman aki Lago a haci un donacion na Frerenan di e Instituto di School Christian. Donacion di Lago di Fls. 33,000 a worde duná pa yuda cubri e costo di construcion di un cas nobo pa Frerenan na Sabaneta.

E cas nobo, cu lo ta situá cerca di Misa Catolico di Sabaneta, lo acomoda entre 15 te 18 Frere cu lo duna les na Sabaneta y San Nicolas. Actualmente 38 Frere ta biba na Huize de la Salle — nan cas na Oranjestad. Como cu e trabao di Frerenan na Aruba ta aumenta mas y mas, e cas nobo ta mas cu necesario. Mientras Huize de la Salle ta e "cas" pa 38 Frere, su capacidad normal ta pa 25 persona. Nan cas a worde trahá na 1914 pa ocho persona. Pa acomoda e cantidad creciente di Frere el a worde haci mas grandi na 1940 y luego na 1946. Y manera Frere Andre, directeur anterior di Frerenan na Aruba a bisa anja pasá "Un bez mas e cas a hira mucho chikito, pesey nos ta hai traha un otro cas na Sabaneta."

E contribucion di Lago ta pa asisti un grupo di homber kenle nan bida ta dedica pa yuda sinja otro y kende



THE ROMAN CATHOLIC church of Sabaneta (background) overlooks the construction of the new quarters of the Christian Brothers to which Lago donateo Fls. 33,000. To be completed the latter part of this year, it will house 15 to 18 Freres.

MISA CATOLICO di Sabaneta (patras) ta domina e vista di construcion di e cas nobo di Frerenan pa cual Lago a duna Fls. 33,000. E cas cu lo worde terminá na fin di e anja aki, lo acomoda 15 te 18 Frere.



In Memorium

MRS. ETHEL CASEY, president of the Women's Auxiliary of the Aruba Post No. 1 of the American Legion, is shown placing a wreath at the base of the post's memorial flag pole during Memorial Day ceremonies last Sunday in honor of United States war dead.

SRA. ETHEL CASEY, presidente di e Women's Auxiliary di Aruba Esso Post No. 1 di American Legion, ta worde munstrá poniendo un krans na pia di e palu di bandera durante ceremonianan cu a worde tení Dia di Memoria, Diadomingo pasá, den honor di Merikanona cu a muri durante guerra.

Accident-Free Days Nearing New Vocational School Record

Safety is riding high in the Lago Vocational School. Seven groups of students are daily adding accident-free work days to their safety records that have already passed the 100-day mark for first year students and the 150-day mark for second and third year students.

On April 18 and April 28, the first year students of 53-B and 53-A reached the 100th consecutive working day without an industrial injury of any type. Both groups are still adding safe days to their records. On April 14, groups 1-52, 2-52 and 2-51 passed the 150th consecutive working day without an accident. Groups 4-51 and 3-52 also joined the ranks of the 150 or better safe days when they passed the mark May 19 and May 21. These groups are working for 200 consecutive accident-free days. Reaching 200 working days without an accident has never been accomplished in the Vocational School.

Already one Vocational School safety record has been set. The stu-

dents, in working and studying as safely as they have, established a record of three consecutive months without an accident to any member of the student body.

Max Jessurun is the faculty safety advisor. Each group has two safety monitors whose job it is to promote safety within their respective groups.

Kaloo Reelected Chairman of LCAC

Allan A. Kaloo of the Technical Service Department was reelected chairman of the Lago Commissary Advisory Committee at the group's turnover meeting May 28. Augusto Kelly of the Process Department was elected vice-chairman and Mrs. A. M. de Vries of the Industrial Relations Department, secretary.

Seven Promotions

(Continued from page 1)

operator second-class and assistant operator and then became an operator in Hydro-Poly where he also served as a shift breaker for shift foreman before transferring to C&LE.

Mr. Minton was first employed in 1938 as an apprentice operator in the



W. D. Huffman G. E. Viele



G. Smit R. MacMillan

Gas Plant and also served as assistant operator and operator when he transferred to the Process Department where he served as an operator in C&LE.

Mr. Viele was first employed in 1940 as a student engineer in TSD where he served as a junior engineer, chemical engineer II, process tester and designer and chemical engineer A. Transferred to Catalytic, he served as a technical assistant and process foreman.

Mr. Smit was first employed in 1940 as an apprentice operator IV in Hydro-Poly and served as assistant operator and operator before transferring to C&LE.

Mr. Drake was first employed in 1943 as a subforeman first class in Electrical where he also served as a subforeman.

Mr. MacMillan was first employed in 1943 as a tradesman first class in Electrical where he also served as subforeman second class and first class.

Mr. Sexton was first employed in 1948 as a junior engineer in TSD — Engineering. He also served as an engineer C, B and A.

The promotion of Mr. Huffman, Mr. Minton, Mr. Viele, Mr. Smit and Mr. Sexton became effective June 1. The promotion of Mr. Drake and Mr. MacMillan became effective the first of last month.



C. D. Sexton

"Providence" Sold

(Continued from page 1)

Nicolas harbor and was ready to accommodate ocean-going tankers.

The "Azul," one of the largest tankers afloat in those days, stopped at Oranjestad and picked up Lt. Gov. J. F. Quast and other island dignitaries. The ship went on to San Nicolas where it was the first ocean tanker through the East Entrance. The date, according to the governor's diary, was Nov. 16, 1927.

The "Azul" and a sister-ship, the "Cerro Ebano" which was named for another famous Mexican producing field, went on a two-trip-a-month schedule between Aruba and the United States.

These 100,000-barrel ships would arrive in ballast carrying men and equipment for the shore station and later for the refinery, and would leave with cargoes of Venezuelan crude.

In 1940 the ship was purchased by the Panama Transport Co., a wholly-owned affiliate of the Standard Oil Co. (N.J.), which renamed it the "Esso Providence."

When World War II broke out, the "Providence" went into military service. In December, 1943, it was running along the coast of Italy with a load of fuel oil for the United States Navy when a German bomber scored a direct hit on the No. 7 tank and blasted a hole in the port stern quarter.

The ship limped into Gibraltar where it underwent temporary repairs and then went on to Baltimore, Md., where it was reconditioned.

In 1948 Lago took over sub-management of the ship from Panama Transport and has used it between Aruba and Amuay, Lake Maracaibo and East Coast ports of the United States.

Rendered obsolete by new, larger and faster ships, the "Providence" was sold May 18 to the Industrial Machine Corp. of N.Y. Capt. H. F. Byng took over from Capt. W. S. Stewart, the Esso "house symbol" was painted out on the stack, the "Esso Providence" was replaced on the bow by "Lisbeth" and the ship sailed with a load of fuel oil for The Azores.

From there it was scheduled to proceed to England to be broken up for scrap.

Schedule of Paydays

Semi-Monthly Payroll	
May 16 - 31	Wednesday, June 9
Monthly Payroll	
May 1 - 31	Thursday, June 10

LVS Boy's Exhibit Captures Award



At the Allentown High School's annual Science Fair, Marciano Angela received honorable mention for his display which was one of 500 entered in the competition.

The former Lago Vocational School student, who with Patricio Ras is studying at the Pennsylvania school on a one-year, all-expense scholarship provided by Lago, exhibited the methods of finding the specific gravity of petroleum products.

With laboratory equipment provided by the school, and with Esso products provided by an Esso dealer in Allentown, Marciano illustrated the displacement and hydrometric methods of determining specific gravity.

Marciano's grades in the past marking period put him on the honor roll but Patricio, forced by illness to miss four days of school, failed to make the honor roll by three points.

Marciano's grades were 94 in English, 91 in history, 96 in algebra, 96 in general mathematics, 93 in physics, 98 in conduct and 75 in physical education. Patricio's grades were 92 in English, 88 in history, 90 in plane geometry, 82 in algebra, 90 in general chemistry and 98 in conduct.

Barge Bunkers Second Customer In Oranjestad

Lago Barge No. 1, put in use earlier this year by the company to provide a bunkering service at Oranjestad and thus attract ships which might otherwise not call there, had its second customer last week.

The ship was the Alcoa Line's "Cabanes" which took some 1765 barrels of Bunker C. Catalyst and steel pipe consigned to Lago was unloaded from the ship at Oranjestad and trucked to the refinery.

Cargo ships carrying material consigned to Lago that can be trucked from Oranjestad to San Nicolas will, in the future, berth in the Oranjestad port. This development is possible through the barge bunkering facilities.



American Artist Here . . .

HAZEL SCOTT, American jazz and classical pianist who appeared in three performances in Aruba last month during a tour of the Caribbean, is presented with a bouquet by Joyce Nassy at the Lago Heights Club.

HAZEL SCOTT, pianista clasico y di jazz Americano kende a aparece den tres rendicion aki na Aruba luna pasá durante un torneo den Caribe, ta recibi un bouquet for di Joyce Nassy na Lago Heights Club.

Gravesande Plans To Attend College; First from LVS

James R. Gravesande, a Lago Vocational School scholarship student last year, will return to the United States in September to enroll in Lebanon Valley College, Annville, Pa.

The former LVS student, who with Dominico Quandt was awarded a one-year, all-expense scholarship to the Allentown High School by Lago in 1952, is now a Technical Service Department laboratory employee.

He will be the first Vocational School youth to go on toward a university degree. He will spend the first two years at Lebanon Valley and the next three years at the University of Pennsylvania in Philadelphia.

Upon successful completion of the five-year program, he will receive a bachelor of science degree in Chemical Engineering from Pennsylvania and a bachelor of science degree from Lebanon Valley.

He was also accepted at Lycoming College in Williamsport, Pa., New Mexico Institute of Mines and Technology at Socorro, N. Mex., and Hastings College at Hastings, Neb.

Angela a Gana Premio di Feria

Na e Exposicion di Ciencia anual di Allentown High School, Marciano Angela a ricibi recomendacion honorable pa su exhibicion cu tabata uno di e 500 cu tabatin den e concurso.

E ex-estudiante di School di Ofishi di Lago, kende huntu cu Patricio Ras ta studiando na e school di Pennsylvania ariba beca di un anja completamente pagá y duná door di Lago, a exhibi e metodo pa calcula e peso specifico di producto di petroleo.

Pa medio di instrument di laboratorio duná door di e school, y cu produccionan di Esso duná door di un Esso Dealer na Allentown, Marciano a ilustra e desplazamento y metodo nan hydrometrico pa determina e peso specifico.

E puntonan di Marciano durante e ultimo periodo di test a ponele ariba e lista di honor, pero Patricio kende tabata obliga di falta cuatro dia di school pa causa di enfermedad, no a logra di hini ariba e lista di honor pa falta di tres punto.

E puntonan di Marciano tabata 94 pa Ingles, 91 pa historia, 96 pa Algebra, 96 pa reekmento general, 93 pa fisica, 98 pa conducta y 75 pa educacion fisico. Puntonan di Patricio tabata 92 pa Ingles, 88 pa historia, 90 pa geometrico, 82 pa algebra, 90 pa quimica general y 98 pa conducta.

Chilean Oil Engineer On Tour of Refineries Visits Lago

A visitor to Lago last week was Urbano Mena, young Chilean oil engineer. Like his compatriot Bernardo Palau, who spent two months in training at Lago last November and December, Mr. Mena is also associated with the Empresa Nacional del Petroleo of Santiago, Chile, and is traveling around the United States, Canada and South America studying phases of oil refining that will aid in the development of this industry in his homeland.

While here Mr. Mena toured the refinery and was given an extensive description of the naphtha treating plant by T. H. Harrod and C. B. Lewis, both of Light Oils Finishing. His refinery tour was conducted by R. V. Pharis of the Training Division.

Mr. Mena left his native Chile late last year and started his training assignment in Canada spending two months at both the British American Oil Company in Montreal and the McCall Frontenac Oil Company in Montreal. He visited the Perth Amboy (N.J.) refinery of Standard Oil Company of California before going to Creole's Amuay refinery. He spent six weeks there, visited Lago last week and then departed for Caripito where he will stay about five weeks.

The Chilean refinery, Vina del Mar, is located near Valparaiso. The 20,000 barrels a day plant is the country's first refinery and runs crude from the Tierra del Fuego fields in the southern part of Chile.

Federico Maduro Ta Retira Juli 1

Federico Maduro, un welder helper A den Shipyard, ta bai retira Juli cu mas di 23 anja di servicio. Sr. Maduro cu ta nativo di Aruba ta keda biba aki mes.

Sr. Maduro tabata empleá na 1930 como peon den Masons & Insulators. Na 1937 el a transferi pa Pipe Department como peon y mas despues e anja ey el a bira pipefitter helper B.

Na 1940 el a transferi pa Shipyard unda el a traha como laborer B, laborer A, dry dock helper B y dry dock helper A promer cu el a atene e tango na cual el ta hai retira.



F. Maduro

Lago Donation Enables Aruba School of Music To Purchase Piano

Thanks to a donation made by Lago, the Aruba School of Music in Noord is now able to offer piano instruction to children of that area on the school's new piano. The piano, purchased with the Lago-donated funds, was dedicated May 30. B. Teagle, public relations manager, made the presentation which was accepted by J. J. Stam of the school's staff on behalf of the people of Noord.

The presentation took place in Don Bosco Hall and was part of an afternoon of music. Students of the school gave a recital that included piano, violin, guitar and flute renditions as well as selections by the Boys Choir of Oranjestad. The boys and girls who played were the students of A. L. Born, P. N. J. Triefel, L. P. van Meulen, Mrs. R. Steenhuizen, J. Cohen and Mr. Stam, who also acted as master of ceremonies.

The Aruba School of Music is a part of the Cultural Center Aruba of which F. Steenmeyer is president. Director of the school is Mr. Born.

Two Accounting Seminars Planned Here During July

Eight-session seminars in Basic Accounting and Advanced Accounting will open at Lago the first week in July under C. A. Moyer, professor in the College of Commerce at the University of Illinois, Champaign, Ill.

The basic course will start July 5 and meet each Monday and Wednesday from 7:30 to 9:30 p.m. The advanced course will open July 6 and meet Tuesday and Thursday from 7:30 to 9:30 p.m.

The courses — the second in a series of seminars proposed by the Foreign Staff Advisory Committee — will cover the fundamentals of accounting theory and a general review of accounting theory.

The basic course is designed for engineers and others without accounting experience whose work brings them in contact with cost problems. The advanced course is designed for those with accounting training who wish to review their training, learn of new developments in the field and do some advanced work in auditing and accounting.

Prof. Moyer is head of the Department of Accountancy at Illinois, has written four text-books on accounting, has contributed to various accounting periodicals and has served as an accounting consultant to various organizations including the office of the United States Secretary of Defense.



CORNELIUS ARTHUR, an Esso Dining Hall baker, puts the last flip on one of the two cakes he baked for the wedding of Wesley Brown, a cook who works with Mr. Arthur, and the former Miss Verna Hobson. The black and fruit cakes were cut at a reception in the Mechanic Lodge.

CORNELIUS ARTHUR, un paradero di Esso Dining Hall, ta pone ultimo man ariba un di e dos bolonan.

Trans Caribbean

Blast Destroys Queen's Statue In British Guiana

Georgetown police are hunting the persons who blew the head off a statue of Queen Victoria last week in what was feared may be a prelude to a new round of nationalist demonstrations in British Guiana.

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A French line ship, the S.S. Wyoming, was halted last week at the Panama Canal by American authorities who suspected the ship was running guns. Aboard were found cases of Browning automatic rifles consigned from Antwerp to El Salvador. The ship was searched after a Swedish vessel delivered 2000 tons of arms from Czechoslovakia to neighboring Guatemala whose government has been charged with Communist leanings. The United States countered by sending a plane load of arms to El Salvador and Nicaragua. Guatemala later proposed it sign a friendship and non-aggression pact with El Salvador. All last week "Voz Dominicana," a radio station in the Dominican Republic, was heard in Aruba asking the people of Guatemala if they wanted to turn their country "into another Korea."

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The former "Esso Providence," renamed the "Lisbeth" and headed for the scrapper's torch in England after delivering a cargo of fuel oil to the Azores, was 23 hours out of Aruba last week when it cracked a boiler. The pick-up crew, which included several homeward-bound Lake Fleet men, fixed the crack and the 33-year-old tanker went on toward its fate.

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William Willis, a New York business man, plans to float alone on a raft across the Pacific Ocean on the same route sailed by the Kon Tiki, a raft which carried six men from Peru to Tahiti two years ago.

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Taking refuge in foreign embassies is becoming more and more popular with politicians. The latest to duck indoors was Aureliano S. Arango, former Cuban foreign minister who slipped into the Uruguayan embassy in Havana last week to dodge a government round-up. A former refugee in the Mexican embassy there, he reportedly was in and out of the country frequently.

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A full-length underwater color movie is being filmed off Jamaica for television in the United States.

Biento ta Ruina Banderanan Aki Den 2 of 3 Siman

Biento passaat, cual ta tene Aruba fresco mayor parti di anja, pone e barenan di bela nabega y braha cubel di hende muher, ta haci desorden tambe cu e banderanan.

Hefe di Lago Police G. B. Brook, kende su departamento ta responsable pa mantene e banderanan na Oficina Mayor y Portanan 1, 6 y 8, ta reporta cu e bandera Holandes di tamanjo standard, esta cuatro pa ocho pia, ta wanta dos te tres siman.

"Ta esey sol nan por wanta den e biento aki," el ta bisa. "Nan ta bula 12 ora pa dia, 84 ora pa siman y durante tur e oranan aki biento ta zula nan. Di promer cos cu ta kibra ta e zom y ento nan ta cuminsa tomo."

Compania a test bandera trahi di nylon, pero a decide pa no adopta nan ora a resulta cu nan costa tres vez mas tanto cu e bandera di panja mientras nan ta wanta solamente dos vez mas tanto.

Den un anja, bukinan di Starohouse ta muntra, biento ta destrui 150 bandera Holandes na uso den refinaria y den Lake Fleet unda 100 bandera Panameño, 75 Venezolano, como 12 Americano, Ingles, Colombiano, Cubano y di Republica Dominicana y seis di Hondureño ta worde gastá.

Michiel de Wit, Curaçao student at Ohio University in Athens, Ohio, recently was honored at the school's annual Honors Day convocation. Mr. de Wit received honorable mention for the Ohio University Fund Award, second in the A. A. Atkinson Award in Physics and won the Men's Union scholarship prize.

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A move towards establishing a million-dollar banana industry in Trinidad was made recently with the allocation of \$63,000 for the purchase of Lacatan banana suckers and the setting up of a 150-acre government banana nursery. Hon. Victor Bryan, minister of Agriculture and Lands, stated that the industry is to be expanded and shipments to the United Kingdom should commence this year.

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Dr. H. Riemens, until recently Netherlands minister in Caracas and Netherlands co-chairman of the Caribbean Commission since 1950, has been appointed head of all Netherlands trade delegations in South America.

x x x

Although Surinam's exports of timber during 1953 fell slightly both in quantity and value, the decline has not been considered serious since the industry world-wide also decreased. The market this year has picked up and it is anticipated that by the end of 1954 Surinam will regain its position in the timber industry with prices at a more stable level.

x x x

F. C. Goddard has been selected by the Governor of Barbados as leader of the Opposition in the House of Assembly.

x x x

The supply of electricity in Barbados is to be improved according to reports from that island. A new plant is to be laid down and the distribution system increased at a cost of approximately \$3,000,000.

Barge Na Uso Pa Di Dos Vez

Lago Barge No. 1, poni na servicio mas tempran e anja aki door di compania pa duna servicio di bunker na Oranjestad y asina atrae bapornan cu di otro manera podiser no ta pasa aki, a sirbi su di dos cliente siman pasá.

E bapor tabata carga number di "Cabanos" y ta pertenece na Alcoa Line. El a carga 1765 barril di Bunker C. Algun carga di e bapor consistiendo di catalista y tubo di staal cu tabata bini pa Lago a worde descargá na Oranjestad y treci refinaria cu truck.

En futuro bapornan di carga cu tin material abordo pa Lago cual por worde transportá cu truck for di Oranjestad pa San Nicolas, lo atraca den haaf di Oranjestad. Esaki a bira posible pa medio di e facilidatnan di bunker cu e barge ta ofrece.

Federico Maduro To Retire July 1

Federico Maduro, a welder helper A in the Shipyard, plans to retire July 1 with more than 23 years of service. A native of Aruba, he does not plan to leave the island.

Mr. Maduro was first employed in 1930 as a Masons and Insulators laborer. In 1937 he transferred as laborer in the Pipe Department and later that year became a pipefitter helper B.

In 1940 he transferred to the Shipyard where he served as a laborer B, laborer A, dry dock helper B and dry dock helper A before achieving the grade at which he will retire.



WITH THE "Noord" helping, the "Colorado Point" tows an obsolete barge toward the sea where it will be scuttled some two miles from shore.

CU REMOLCADOR "Noord" Yudando "Colorado Point" ta tow un barge bieuw hiba afor unda esaki lo worde gezink como dos milla pafor di costa.



A DECKHAND stands by with an axe, ready to cleave the hawser if the barge — with holes cut in her deck — starts to flounder too soon.

UN MATROOS ta pará cu un hacha, cla pa corta e cabuya si e barge — cu buaco cortá den su dek — cumenza zink mucho liher.



THE SEA, rushing through the deck it starts its swift slide toward

LAMAR, yenando door di e bura barge saak y cumi

Round the Clock They Shepherd Ships for Lago

Tugboats at Work

THE HANDS of the Seth Thomas clock on the bridge of the "Colorado Point" stood at 1:57 when the telephone in the cabin off the bridge rang.

Capt. J. B. Fernando picked up the receiver, barked "Colorado Point!" listened a moment and then hung up. "We've got a job. Let's go, eh?" he said to Engineer Frank Adams.

"What ship is it, captain?" Mr. Adams threw over his shoulder as he disappeared below. "The Esso Richmond," Capt. Fernando called back above the rumble of starting engines.

Deckhands cast off lines aft and forward and unhooked the telephone connection as the 1020 horsepower diesel-electric power plant sent the "Point" backing from the launch dock. On the bridge Capt. Fernando switched on the radio telephone, moved the wheel a quarter-turn and adjusted the engine control in its gleaming brass housing.

With the tug bow clear of the dock,

Capt. Fernando put the wheel hard to port and pushed the engine control forward. The "Point" came about and passed under the stern of the "Richmond" which lay on the north side of the No. 4 Finger Pier, then swung to starboard and nosed up to the bow of the Esso tanker.

Aboard the "Richmond" deeply-tanned sailors, dressed in swimming trunks which make a bikini bathing suit look like a Mother Hubbard, were taking in the gangway. On the bow of the "Point" a deckhand stood with a weighted heaving line.

Capt. Fernando leaned through a window of the bridge and asked a "Richmond" sailor to take the line. He complied, hauled the line and an eight-inch hawser through the port hawse hole and fitted its loop about a bollard.

The deckhand took up the slack, whipped the line about a bollard on the forward section of the "Point" and signaled the captain that all was ready. Capt. Fernando, alternating the engine

to keep the tug against the bow, explained what was about to happen.

Pointing to the "Richmond," he said, "She just backs off and I shove her bow around. This is a simple job. Our toughest work is docking a super tanker. They're so deep, you see, and there's so little water under their keel."

Just then the radio-telephone, which had been quietly buzzing, came to life calling the "Colorado Point." Capt. Fernando answered and a dispatcher in the control tower said the sailing would be delayed. "The captain's gone ashore to answer a phone call from New York," the dispatcher reported.

Capt. Fernando shut down the engine and the tug rode quietly, rubbing gently against the "Richmond." Aboard the tanker three sailors, who had been bending the mooring lines around the forward winches, stopped their work.

Still waiting, the tug's deckhand went aboard the "Richmond," retrieved his heaving line and clambered back over the manila fender which blankets the bow of the "Point."

"Those fenders used to last about a year," Capt. Fernando commented. "But Lou Marchena, one of the b'osuns, suggested that we hang old tires outside the fenders. It was a good idea because that fender's been there 17 months and may be good for three years."

Mr. Marchena received Fls. 380 from the 'Coin Your Ideas' committee for his suggestion.

Just then the captain of the "Richmond," R. K. Ted, appeared at the foot of the dock dressed in white trousers and shirt and a straw hat. Carrying some papers, he strode quickly to the ship, leaped the rail and hurried up to the bridge. The sailors lounging on the bow came to life and began to wrap the mooring lines around the winches. High above the "Richmond's" radar started slowly turning.

Minutes later J. B. Meenhorst, senior Lago pilot, went aboard the "Richmond," disappeared into the forward deckhouse and promptly reappeared on the starboard wing of the bridge. A blast on the "Richmond's" whistle set the sailors to winching the port mooring line aboard.

Capt. Fernando started the engines of the "Point" as the crewmen began winching in the starboard mooring line. Free aft, the tanker started backing the length of the pier, towing the "Colorado Point."

"By using the line, the rudder and his engines, the captain keeps his ship close against the pier where the water is deepest," Capt. Fernando explained. "He can't start his engines, though, until the stern is clear of the pier."

As the "Richmond" went astern, the steam winches hauled in more and more line which the sailors sent snaking into a locker below. As the bow of the tanker cleared the end of the pier, the tanker's whistle sounded once, Capt. Fernando replied and moved the engine control forward.

The tug pushed the bow of the tanker slowly to starboard and the ship headed for the East Entrance. Once again the "Richmond's" whistle sounded, Capt. Fernando replied and centered the engine control. A sailor crossed to the port bow of the "Richmond" and freed the hawser which was pulled back aboard the tug.

The tanker, still swinging to starboard, went ahead under its own power with the tug hovering some 50 yards off the starboard amidships. At the East Entrance Pilot Meenhorst dropped into a waiting launch and the "Richmond" headed for New York 12 hours to the minute after she entered the harbor.

Capt. Fernando aimed the "Colorado Point" for the launch dock and tied up neatly. The bridge clock read 2:59.

Later, relaxing in his cabin, the captain explained the "Point" was built in 1941 for the United States Navy and came to Lago in 1948. Of 184 gross tons, it is 96 feet long, 24 feet in beam and carries a dayshift crew of seven; a crew of five during the other shifts.

With the "Noord" and the soon-to-be-replaced "Delaplaine," the "Colorado Point" serves all ships but Lake Tankers entering or leaving San Nicolas harbor. The tugs operate round-the-clock helping the ships negotiate the entrances and nudge them into position for docking and sailing. They also help the liners in their movements about the harbor.

At times they go outside, such as

one night last March when "Point" rescued 16 men who abandoned the "Ria Tinto" which was floundering 25 miles north-northeast Aruba, or the time the "Point" towed the "Dodecanese" — which had broled down near the Monkey Islands off Columbian coast — to Aruba.

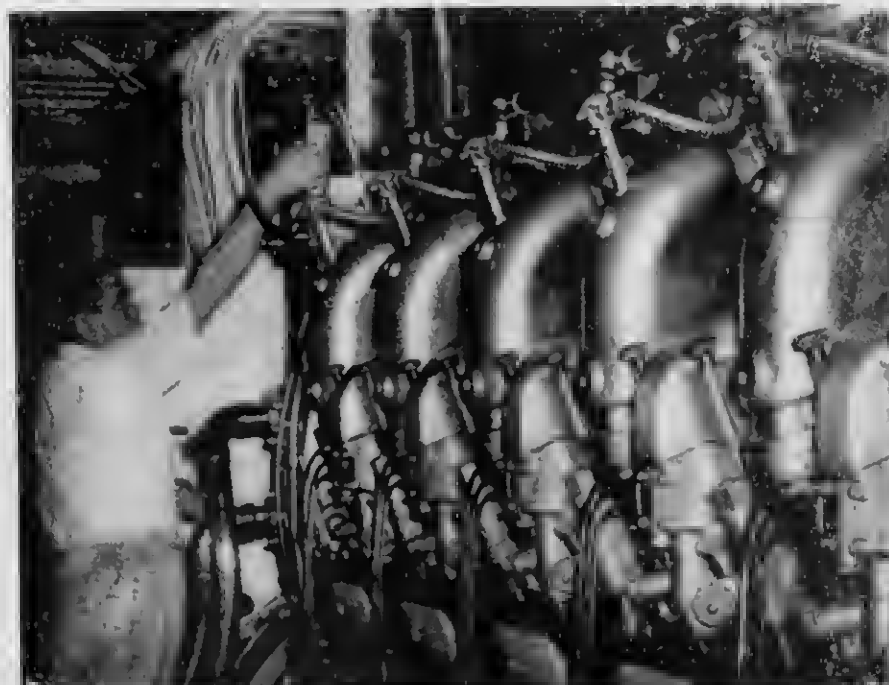
The three tugs have also rescued fishermen disabled miles from shore, pulled ship-jumping sailors from harbor — and put them back aboard and helped search for fliers down the Caribbean.

In addition to its ship-to-shore radio telephone, for work around the harbor the "Colorado Point" is equipped with a wireless sending and receiving and a radio direction finder. It also fitted with foam tanks connected to fire-fighting "guns" atop the tug. In fire drills the "Point" has cleared the dock in 90 seconds.

As Capt. Fernando talked, a telephone above his head rang again. "Colorado Point!" he barked, listened, and then hung up. "We got a job. Let's go, eh?" Engineer Adams was already disappearing below.



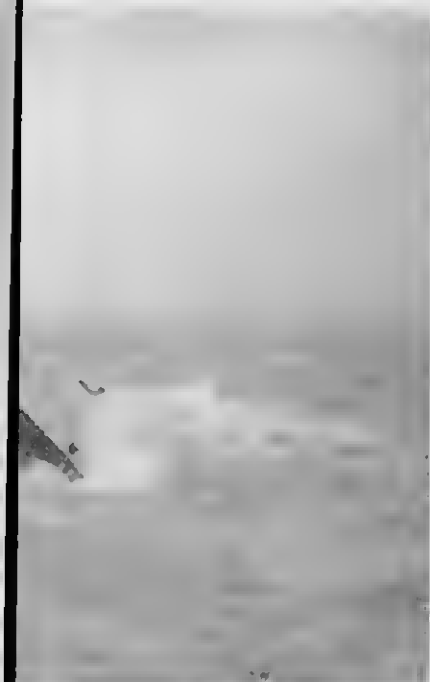
CAPTAIN J. B. Fernando con el Colorado Point from the aft wheel. Note holes in barge deck. CAPTAN J. B. Fernando ta gui "Colorado Point" for di e situacion atras. Nota buraco den dek di barge.



Power plant

SECOND Engineer James S. Brown starts up the Colorado Point's 12-cylinder, 1020 horsepower diesel which drives the electric generator.

SEGUNDA Maquinista James S. Brown ta start "Colorado Point" su motor diesel di 12 cilindro, 1020 forza di cabai cual ta move e generador electrico.



weights one side of the barge and bottom some 100 fathoms away.

den del, ta pone un banda di e bai fondo di lamar.



WAVES wash the barge deck and pour into the hold forcing air and mist through the yet uncovered holes. The chop speeded the sinking.

OLANAN ta laba ariba dek di e barge y ta dreña den e bodega forzando aire y vapor door di e buracan. Movicion di olanan ta haci e sinkmento mas liher.



WITH A final plume of air and water, the barge heads down. An earlier plan to fill the hold from fire hoses was cancelled by the rough sea.

CU UN ultimo pluma di awa y aire, e barge ta bai abao. Un plan anterior pa yena e bodega pa medio di hose di candela a worde cancela door di lamar bruto.

"Point"

er Pier to sea 0040
No. 2 Finger Pier North 0755
er Pier North to sea 0955
er Pier South 1100
No. 2 Butterworth Dock 1135
No. 4 Finger Pier North 1305
nite used, hoses tested
No. 1 Reef Dock 1420
sea 1445
Gas Dock 1510
de harbor 1745
er Pier South 1855
No. 2 Reef Dock 1950
Pier North 2400

Nan ta yuda bapornan cu ta yega aki 24 ora di dia

Remolcadornan na Trabao

WILZER di e oloshi ariba brug di "Colorado Point" tabata marca 157 na telefon a ring den e cabina. Capt. J. B. Fernando a lamta e receptor, a contesta "Colorado Point," a eucha un momento y despues a cerra telefon. "Nos tin un job. Laga nos sei, eh?" el a bisa Maquinista Frank Adams.

"Ta cual bapor, captain?" Sr. Adams a puntra mientras el a desaparece abao. "Esso Richmond," Capt. Fernando a contesta over di e boro di motoran cu ta start.

Matroosnan ariba dek tabata los eucha y desconnecta e telefon mientras 1020 horse power di e remolcador a cuminsa pusha "Colorado Point" atras. Ariba brug Capt. Fernando a sintoniza radio-telefon, move e wiel un cuarto ond y a ajusta control di e motor.

Cu boeg di e remolcador libro for di haaf, Capt. Fernando a draai e wiel a banda robes y a hala e control di maquina adilanti. "Colorado Point" a pasa patras di "Esso Richmond" cual abata hancera na Finger Pier No. 4, despues a zweni pa su banda drechi y pega su nanishi contra boeg di e tanquero Esso.



OVER THE ship-to-shore radio telephone, Capt. Fernando learns of change in the tug's schedule.

DOOR DI e radio-telefon di barcopa-terra Capt. Fernando ta tende di e cambio.

Abordo di "Richmond" matroosnan kimá door di solo bisti den carson di banjo tabata halando e trapi aden. Ariba boeg di "Colorado Point" un matroos tabata para cu un cabuya.

Capt. Fernando a leun over di bentana di e bug y a puntra un matroos di "Richmond" pa tuma e linja. El a haci asina, a hala e linja y un cabuya di ocho duim door di e buraco na banda drechi y pasa e konopi rond di un lugar di mara cabuya.

E matroos abordo di "Colorado Point" tambe a mara e cabuya adilanti di e remolcador y a duna Capt. Fernando cu tur cos tabata cla. Capt. Fernando, manipulando cu e maquina pa tene e remolcador pegá cu e boeg, a splien kiko tabata bai pasando.

Puntando na "Richmond," el a bisa, "E ta back afor y mi ta pusha su boeg un banda. Esaki ta un trabao simple. Nos trabao mas difcil ta pa atrae un supe tanker. Nan ta asina hundo, bo ta mira, y tin asina poco awa bao nan kiel."

Net e ora e radio-telefon cu henter ora tabata zona suavemente, a hini na bida y a cuminsa yama "Colorado Point." Capt. Fernando a contesta y un despacho den torre di control a bisa cu salido ta worde tardá. E captan a bai terra pa contesta un yamada telefonico for di Nueva York, e despacho a reporta.

Capt. Fernando a paga e motor y e remolcador a keda flota keto fregando suavemente contra "Richmond." Abordo di e tanker tres matroos cu tabata dobla e cabuyanan rond di e winchan adilanti, a stop cu e trabao.

Mientras ambos tabata warda regreso di e captan, atencion di esnan abordo a dal ariba un homber cu a aparece ariba torre di control ariba Marine Office y a subi e mastre te como 100 pia den aire. Despues a resulta cu tabata un inspector di seguridad, controlando e luznan y sportnan di trapi.

Ainda wardando, un matroos di e remolcador a subi abordo di e tanker y a trapi su linja atrobe den e remolcador, pasando over di e fendernan di manila cu ta cubri adilanti di "Colorado Point."

"E fendernan ey antes tabata wanta mas of menos un anja," Capt. Fernando a comenta. "Pero Lou Marchena, un boatsman, a sugeri pa colga

tire bieuw over di e fendernan. Tabata un bon idea pasobra awor e fendernan tin 17 luna caba y podiser nan lo por wanta tres anja."

Sr. Marchena a recebi Fls. 380 for di "Coin Your Ideas" Committee pa su idea.

Na e momento aki captan di "Richmond," R. K. Tod, a aparece na punto di waaf bisti cu carson y camisa blauco y cu sombre di cabana. Cargando algun papel, el a camina liher bai pa e bapor, salta e rail y a subi na brug. E matroosnan na e boeg a bira activo mes ora y a cuminsa lora cabuya rond di e winch. Den mastre, radar di "Richmond" a cuminsa draai lentamente.

Algun minuut despues J. B. Meenhorst, loads mayor na Lago, a bai bordo di "Richmond," desaparece den e cuarto adilanti ariba dek y a reaparece pronto na banda drechi di e brug. Un pitro di "Richmond" a haci e matroosnan cuminsa hala cabuya aden cu winch.

Capt. Fernando a start maquina di "Colorado Point." E tanquero a cuminsa bai atras canto di e pier, "Colorado Point" siguiendo.

"Usando e linja, e stuur y su maquina, e captan ta tene su barco pegá cu e pier unda e awa ta mas hundo," Capt. Fernando a splia. "Sinembargo, el no por start su motor promer cu e atras ta liher for di e pier."

Mientras boeg di e tanquero a laga punto di e pier, pitro di e bapor a rezona dos vez, Capt. Fernando a contesta y a hala control di maquina adilanti.

E remolcador a pusha boeg di e tanker poco poco pa banda drechi y e barco a coi rumbo pa Entrada Pariba. Un vez mas pitro di "Richmond" a zona, Capt. Fernando a contesta y a pone e control di maquina den centro. Un matroos a traves e boeg di "Richmond" na banda drechi y a los e cabuya cual a bolbe worde halá aden di e remolcador.

E tanquero, ainda moviendo pa stuurhoord, a sigui ariba su mes forza cu e remolcador kitando lentamente for di dje. Na Entrada Pariba loads Meenhorst a hala den un bato cu tabata warda y "Richmond" tabata na camina pa New York exactamente 12 ora despues cu el a drenta haaf.

Capt. Fernando a coi direccion di

launch dock y a bolbe mara. Oloshi tabata muntra 2:59.

Mas despues, sasegando den cabina, e captan a splia cu "Colorado Point" tabata traha na 1941 pa United States Navy y a bini Lago na 1948. Di 184 ton, e ta 96 pia largo, 24 pia ancho y ta carga un tripulacion di siete durante warda di dia; un tripulacion di cinco durante otro warda.

Hunto cu "Noord" y "Delaplaine" cu lo worde remplazá pronto, "Colorado Point" ta sirbi tur bapor excepto Lake Tankers cu ta dreña of sali for di haaf di San Nicolas. E remolcadornan ta opera binti cuatro ora pa dia yudando e bapornan pasa den e entrada y pushando nan den posicion pa mara of sali. Nan ta yuda e tanquernan chikito tambe den nan movimiento den haaf. E remolcadornan ta traha hunto pa manobra cu tanqueronan hopi grandi.

Tin vez nan ta bai pafor, manera un anochi Maart pasá ora "Colorado Point" a salba 16 homber cu a perde

cu e bapor "Rio Tinto" 25 milla noord-oost di Aruba, of e biala cu "Colorado Point" a tow "Dodecanese" — cual a danja banda di Monki dilanti costa di Colombia — pa Aruba.

E tres remolcadornan tambe a yega di scapa piscadornan cu a perde cu huto, saca marineronan cu a cai na awa — y hiza nan abordo atrobe — y yuda busca aviadornan den Caribe.

Ademas di su radio-telefon pa uso rond di haaf, "Colorado Point" ta carga un emisora y receptora y un radio direction finder. Tambe e tin tanki di foamite cu ta conecta cu un sorto di scapet ariba e remolcador. Den ebercicionan di candela "Colorado Point" a yega di sali for di haaf den 90 seconde.

Mientras Capt. Fernando tabata papia, e telefon a bolbe ring. "Colorado Point," el a contesta. El a seucha y despues a pone e telefon abao. "Nos tin un job. Laga nos bai, eh?" Ya Maquinista Adams a desaparece abao.



Heading home . . .

QUARTERMASTER R. M. Josephia stores a bow hawser aboard the "Point" after the tug helped the "Esso Richmond" get underway.

KWARTIERMEESTER R. M. Josephia ta warda un cabuya abordo di "Colorado Point" despues cu e remolcador a yuda "Esso Richmond" sali.

"Playground of the Americas"

A Morning with Tourist Group

(Today, throughout the Caribbean, delegates to the Caribbean Tourist Association are back home putting into practice the policies formulated at the association's third annual meeting in Aruba last month.)

Here is an account of a morning session of the conference at which some of these policies — designed to promote the tourist trade as an economic bulwark for the 21 member islands and countries — were developed.)

For four days last month a group of 21 men and two women sat around a U-shaped group of baize-topped tables and discussed the work of the Caribbean Tourist Association.

It was the third annual meeting of the organization which represents 21 islands and countries in or bordering the Caribbean Sea in which the word "tourist" is synonymous with "money."

These lands — embracing much of the triangle between Aruba, Puerto Rico and Surinam — have banded together to publicize the Caribbean as the "playground of the Americas." Airlines and steamship companies which serve the area are non-voting members of the group.

The conference opened May 3 in the Sociedad Bolivariana with a greeting from Lt. Gov. Dr. L. C. Kwartz. The balance of the first day was given over largely to preliminary affairs. The next morning the conference really got down to work.

The men shed their jackets and opened bulging briefcases while the ladies stripped off their gloves and arranged papers and pencils. All sat down as Ernst Bartels, head of the Aruba Tourist Bureau and chairman of the conference, called the session to order.

With the first point of business under-way, a box of cigars was handed about. The ladies declined as did one man who took a full box from his briefcase, selected a plump one and lighted up.

The smoke from cigars and cigarettes wafted through the sunlight which streamed through the windows and lighted the soft pink and green decor of the meeting hall. Flags, representing the member countries, swung slowly in the morning breeze.

From a sideroom came the staccato of a typewriter as a secretary transcribed her notes while another secretary — seated at a table in the middle of the 'U' — raced with the delegates to take down what they were saying.

Tailors in Antigua

They were discussing the importance of having good tailors in Antigua to attract clothes-conscious Venezuelans. As they talked, two waitresses appeared and set down a glass of cold water beside the souvenir ashtrays in front of each delegate.

Some enterprising agent had supplied coasters hailing the excellence of "Queen Anne Scotch."

With L. S. Law, executive director of the association, guiding the discussion, the question of inviting Venezuela to join was raised. H. B.

Helm, a representative of the association's advertising agency, assured the group that advertisements picturing the Caribbean as a vacation paradise were even then appearing in Venezuelan newspapers.

The typewriter fell silent for a moment, as did sound of chattering birds. After deciding to invite Venezuela, the representatives fell to discussing funds. Mr. Law pointed out they could tell their governments that — since the birth of the association — more tourists than ever have been coming to the Caribbean and that membership in the association was worth every penny it cost.

At this point the floor was given to Henry Utell, a representative of the Caribbean Hotel Association. After assuring everyone that he would urge the hotel group to become an affiliated member, he offered the delegates some advice.

He urged them to go after the United States, Canadian and Venezuelan tourists through so-called "package tours" which set up a lump sum for a round-trip exclusive of shopping and incidental expenses.

He added that the tourist group would be well-advised to try to establish a permit good for admission to all countries represented by the association.

Coffee and Cookies

The waitresses appeared again, this time bearing coffee and cookies. Mr. Bartels declared a 10-minute recess and the delegates immediately started comparing their respective travel folders. A British Overseas Airways Corp. observer fell into conversation with the delegate from St. Vincent while a K.L.M. man button-holed an observer from Cuba.

Mr. Helm, the advertising man, went around taking color photographs of the delegates. Some of the men wandered into a sideroom where a showing of Aruban art was set up on two pool tables and two ping-pong tables.

With the session back in business, Mr. Bartels gave a short address whose theme was that "the Caribbean can become — shall become — the playground of the Americas." One observer, who had been reading a

newspaper through much of the morning, looked up when the delegates applauded Mr. Bartels, then went back to the news.

While Mr. Law was asking the representatives what happened to a 126-query questionnaire he had sent out, the waitresses appeared once more with trays, this time bearing colorful glasses of orange and pineapple juice. The pineapple juice was soon exhausted, however, and the third tray carried only orange.

Having received indifferent answers to his inquiry about the questionnaire, Mr. Law surrendered the floor to Mr. Bartels who asked Mr. Helm how well the association's advertising covered the market. Mr. Helm replied it was hitting the travel agents "pretty well" and reaching prospective tourists through the columns of "Holiday," "The New Yorker" and various newspapers.

Mr. Law interrupted for a moment to read cables sent the previous night to Trinidad and Tobago which dropped out of the association in 1952. The cables expressed the group's regrets that these two islands — once the "cradle" of the association — had not rejoined.

Cold Water

As Mr. Law read on, the waitresses reappeared with glasses of cold water and took away the empties.

Mr. Bartels then took over the reading chore and delivered a message from members of the Women's Club. They urged the delegates to "get in the mood" before visiting their flower show that afternoon at the Esso Club. "Imagine yourself in Aruba a long time ago..." the message began.

The conference next launched into a 25-minute discussion of a constitutional amendment on whether associate or affiliated members "may not" or "shall not" vote.

The "shalls" won out, much to the satisfaction of one delegate who celebrated the victory by lighting a cigarette in a cigarette holder pipe shaped.

In the midst of a discussion of the next topic — whether the Dominican Republic's intended resignation was in keeping with the terms of constitution — a delegate hurried out and returned a few minutes later with another man.

They strode to the head table where the new-comer — E. F. H. de Vriendt, an executive of the Caribbean Commission — was introduced. Everyone but the ladies stood while a chair was placed at the chairman's table for Mr. de Vriendt, then all sat down to go on with the work of the association until lunchtime.



"ALL APPETITE" is this yellow frogfish, found off Malmok by E. F. Wenglar of the Medical Department. Described as "all head, body and appetite," it is the most voracious of surface fishes.

"SOLAMENTE APETITO" e piscadori geel aki ta. E. F. Wenglar di Medical Department a haye'le den lamar na Malmok. E animal aki cu a yega di worde describí como "solamente cabez, curpa y apetito," ta un di e clasenan di piscadori mas golos cu tin.

Aqua-Lunger Turns Tables On Frogfish

E. F. Wenglar, a Dispensary male nurse and aqua-lung hobbyist, was diving in the sea off Malmok one day last month when he found a grayish-yellow, hump-backed creature about eight inches long waddling around the bottom.

"He was a friendly little thing. Didn't seem to mind at all when I picked him up," Mr. Wenglar recalled. "When I got him near the surface he shot out two jets of water and that was all."

According to a book by Dr. William Beebe, American naturalist, Mr. Wenglar had found a semi-rare fish which is something of a Judas within its own ranks — a fish which fishes for other fish.

This finny Izak Walton is a member of what has been called the "Angler" family of fishes of which Dr. Beebe found nine species in the Caribbean. All have one thing in common — tremendous appetites — and are considered the most voracious of surface fishes.

Mr. Wenglar's find is called a yellow frogfish, one of the strangest creatures in the Caribbean. Its mottled skin is stretched over a triangular-shaped body which has a broad, flat tail at one end and a cavernous mouth at the other.

From a point between its eyes rises an antenna-like stem tipped with a glowing phosphorescent ball. Blending into the rocky, mudstreaked bottom, the frogfish lies motionless while frantically wiggling its antenna and glowing tip.

Other fish, attracted by the flashing lure, swim up to investigate. The frogfish opens its mouth and swallows them.

The "Anglers" have been described as "all head, body and appetite." They are so voracious that two cannot be kept in the same aquarium without one swallowing the other.

The frogfish gets its name from its appearance to a tailed frog. No great swimmer, its pelvic fins are small but its pectoral fins — looking something like webbed feet — are relatively large and are used as legs. With these fins the fish can cling to stationary objects while "fishing."

It is a bapor for di Panama Transport y a use'le entre Aruba y Amunay. Lago Maracibo y Costa Oriental di Estados Unidos.

Haci inadecuado door di bapornan nobo, mas grandi y mas rapido, "Esso Providence" a worde hendi Mei 18 na Industrial Machine Corp. di N.Y. Captan H. F. Byng a tumá over for

Pisca Stranjo A Worde Cohe Cerca di Malmok

E. F. Wenglar, un enfermero na Dispensary y un aficionado di aqualung, tabata sambuya den lamar na Malmok un dia luna pasá ora el a haya un bestia color geel shinishi cu lomba halto y como ocho duim largo paseando ariba fondo di lamar.

"E tabata un bestia manso. E no a haci caso mes ora mi a cog'e," Sr. Wenglar a conta. "Ora mi a trece'e ariba awa, el a saca dos stream di awa y esey tabata tin."

Segun un buki scribi door di Dr. William Beebe, famoso naturalista Americano, Sr. Wenglar a haya un piscadori cu ta manera un sorto di Judas den su categoria — un piscadori cu ta piscadori piscadori.

E piscadori stranjo aki ta miembro di e familia di piscadori "Anzuelero" di cual Dr. Beebe a descubri number clase den Caribe. Tur tin un cos aparecido — un tremendo apetito — y ta worde considerá di mas golos entre e piscanan cu no ta biba den awa hundo.

E bestia cu Sr. Wenglar a haya yama piscadori geel, un di e piscanan mas stranjo den Caribe. Su cuerpo manchá ta pasá ariba un curpa di forma triangular cual na un banda ta caba den un rabo hancha y plat y na otro banda den un boca manera un cueba.

For di un punto entre su wowonan ta sali un steel manera un antenna cu un holito phosphorescente na punta. Sintando ariba fondo di lamar cual ta tapa su color e piscadori ta keda hunga bai bini cu e antenna y su punta brillante.

E piscadori di familia "Anzuelero" a yega di worde describí como "solamente cabez, curpa y apetito." Nan ta asina golos cu dos di nan no por biba den e mes aquarium sin cu un come otro.

E piscadori aki ta deriva su nombre for di su aparecido como un dori. E no ta un gran landador; su finnan di rabo ta chikito pero su finnan di pecho — cu ta casi mesos cu pia di dori — ta basta grandi y ta worde usá como pia. Cu e finnan aki e piscadori ta tene na obhetonan firme mientras e ta "pisca."

di e bapor for di Panama Transport y a use'le entre Aruba y Amunay. Lago Maracibo y Costa Oriental di Estados Unidos.

Haci inadecuado door di bapornan nobo, mas grandi y mas rapido, "Esso Providence" a worde hendi Mei 18 na Industrial Machine Corp. di N.Y. Captan H. F. Byng a tumá over for

"Esso Providence" a Worde Bendi; Promé Bapor cu a Drenta Haaf Aki

E tanquero "Esso Providence" a dreña haaf di San Nicolas Mei 18 y a sali Mei 22. Mientras e tabata den haaf e tanquero a cambia donjo, nombre y destino.

"Esso Providence" tabata trahá na 1921 door di Sun Ship Building & Dry Dock Co. di Chester, Pa., pa bapor "Cerro Azul." Su promer viaje tabata pa Tampico, Mexico, unda el tabata carga azeta preto.

E bapor a worde yamá segun un di e poornan di azeta mas famoso na Mexico. Na 1910 Huasteca Petroleum Co., un subsidiario di Mexican Petroleum Co. (di California) cu a explora e promer poornan di mayor productividad na Mexico, a cuminsa cobra den cercanía di Cerro de la Pez pa zuid di Tampico.

Su promer éxito tabata Juan Castano No. 7, e promer poos coriente controlá cu éxito na Mexico. Na Februari 1916, e compania a explora Cerro Azul No. 4, un poos di cual un geologista a certifica cu ta corre 300,000 barril pa dia.

Gobierno di Mexico a haci un yamada na su ejercito pa yuda e compania controla e poos aki.

E bapor yamá segun e poos tabata na uso seis anja ora el a worde ordená pa bai e stacion di translado na Standard Oil Co. di Indiana na Aruba. E tempo net compania a calza di corta un apertura door di un rif cu parcialmente tabata blokeá haaf di San Nicolas y tabata cla pa acomoda tanqueronan di oceano.

"Cerro Azul", un di e tanqueronan mas grandi nabegando e tempo ey, a para na Oranjestad pa tumá abordo Gezaghebber J. F. Quast y otro figuranan prominente di e isla. E bapor a sigui pa San Nicolas y tabata di promer tanquero di oceano pa dreña door di e Entrada Pariba. E fecha, segun diario di e gezaghebber di e tempo, tabata November 16, 1927.

"Cerro Azul" yun otro bapor di mes clase, "Cerro Ebano" cual tabata

yamá segun un otro campo di azeta na Mexico, a cuminsa mantene un servicio di dos viaje pa luna entre Aruba y Estados Unidos.

E bapornan aki di 100,000 tonelada tabata yega aki cu personal y hermenia, y tabata sali cu carga di crudo Venezolano.

Na 1940 Panama Transport Co., un afiliado di Standard Oil Co. (N.Y.), a compra e bapor y a cambia su nombre pa "Esso Providence."

Ora Guerra Mundial II a cuminsa, "Esso Providence" a dreña servicio militar. Na December 1943, e tabata nabegando canto di costa di Italia cu un carga di combustible pa United States Navy ora un homber Aleman a tira su tanki No. 7 y a traha un buraco atras banda robet.

E bapor a dreña Gibraltar unda nan a dreche'le temporariamente y despues el a sigui pa Baltimore, Md., unda el a worde poni na condicion atrobe.

Na 1948 Lago a tumá sub-gerencia

Sport Park To Open Baseball This Month

The Lago Sport Park will open its baseball season this month with play scheduled in three leagues. Teams interested in participating in "A," "B," or "Junior" competition should register with the Lago Sport Park Board by June 15.

SERVICE AWARDS

20-Year Buttons

Abraham A. Croes
Rec. & Ship. - Wharves
Jan Hendrik Rasmijn
Catalytic & Light Ends
Dominico L. Dijkhoff
Catalytic & Light Ends
Lionel A. Leonard
Stewards
Marcelo Maduro
Industrial Relations Dept.
Theodore Ponson Marine Department
Alfonso Quandus Mech. - Welding
Maximo Geerman Mech. - Garage
Ciriaco Maduro Mech. - Welding
Cipriano Croes Mech. - Garage
Justiniano van der Biezen
Mech. - Garage
Jan S. Croes Mech. - Garage
Andrew Wetherbee Colony Service
Adolfo Halpert Mech. - Instrument
William D. Orr Process - Cat. & L.R.
Matthew W. Farrell Mech. - Yard

10-Year Buttons

Frances L. Davis
Simplicio Koolman
Augustine Paul
Lewis A. Williams
Elias John
Cyril A. Violenus
Jacobus Ras
Charles A. V. Coker
Gabriel H. Joseph
Morris Clouden
Jacobus A. Richardson
Altinus Joseph
James N. Simon
Executive Office
Mech. - Paint
Mech. - Col. Maint.
Mech. - Carpenter
Mech. - Yard
Mech. - Welding
Mech. - Pipe
Mech. - Garage
Mech. - Yard
Mech. - Col. Maint.
Mech. - Instrument
Mech. - Garage
Mech. - Pipe

Gravesande Lo Bai Lebanon Valley College Otro September

James R. Gravesande, un di e dos mucha hombernan cu a bai Estados Unidos anja pasá pa studia ariba cuenta di Lago, lo bolbe pa Estados Unidos na September pa drenta Lebanon Valley College, Annville, Pa.

E anterior estudiante di school di afishi na Lago, kende huntu cu Dominico Quandt a recibi un beca completo di estudio pa un anja na Allentown High School na 1952, awor ta un empleado den laboratorio di Technical Service Department.

El lo ta di promer estudiante di e school di ofishi di Lago cu ta bai haci un esfuerzo pa obtene un grado universitario. E promer dos anja el ta pasa na Lebanon Valley y e siguiente tres anja na Universidad di Pennsylvania na Philadelphia.

Si e completa e cinco añonan di estudio cu exito, el ta obtene un grado di bachiller di ciencia den Ingeniería Química for di Pennsylvania y un grado di bachiller for di Lebanon Valley.

El tabata aceptá tambe na Lycoming College na Williamsport, Pa., New Mexico Institute of Mines and Technology na Socorro, N. Mex., y Hastings College na Hastings, Neb.

Alwin E. Jap-Sam
Dorodine C. Flemming
Irenius H. Kruythoff
Venneschied V. Granger
Simon A. Peters
Clive H. Comissiong
Serapio I. Tromp
Lloyd F. I. Stafford
Oswald L. Peterson
Raymond F. Lawrence
Francisco Romero
Stephen Belfon
Hoytley McLeod
John M. Halley
Charles M. Rumnit
Joseph Primus
Eligio D. Tromp
Jacobo Maduro
Clarence Noel
Stella S. Thomas
James H. Lloyd
Mech. - Adm.
Laundry
Commissary
Laundry
Rec. & Ship.
Acid & Edel.
Cat. & L.R.
Stewards
Acid & Edel.
Cracking
Utilities
Shipyard
Shipyard
Shipyard
Mech. - Mason & Insul.
Mech. - Pipe
Mech. - Electrical
Mech. - Electrical
Mech. - Paint
Mech. - Adm.
Process - Utilities

LVS Dianan Liber Di Desgracia Mas Halto di Tur Tiempo

Seguridad ta florece den Lago Vocational School. Siete grupo di estudiante diariamente ta agrega dianan liber di desgracia na nan record di seguridad cu ya a surpasa 100 dia pa studiantenan di promer anja y 150 dia pa studiantenan di segunda y tercer anja.

April 18 y April 28, e studiantenan di promer anja di 53-B y 53-A a alcanza di 100 dia consecutivo di trabao sin ningun desgracia industrial di cuikier forma. Ambos grupo ainda ta agregando dianan liber di desgracia na nan record. April 14, gruponan 1-52, 2-52 y 2-51 a pasa di 150 dia consecutivo di trabao sin desgracia. Gruponan 4-51 y 3-52 tambe a pasa e marca di 150 dia Mei 19 y Mei 21 respectivamente. E gruponan aki ta tratando pa alcanza 200 dia consecutivo liber di desgracia, loke nunca antes a logra ningun grupo den Lago Vocational School.

Ya un record nobo di seguridad a worde estableci cuba. E studiantenan, sinjando y trahando cu extrema cuidao, a establece un record di tres luna consecutivo sin ningun desgracia na ningun estudiante.

Max Jessurun ta e consehero di seguridad. Cada grupo tin dos monitor di seguridad cu tin como trabao pa promove seguridad den nan respectivo gruponan. Monitornan di seguridad pa e siete gruponan ta: 53-A — Sonny Harms y Mario Hanson; 53-B — Betrande de Cuba y Mario Arends; 1-52 — Simon Webb y Julio de Cuba; 2-52 — Jose Donata y Simon Kelly; 3-52 — Rafael de Cuba y Agapito Kock; 2-51 — Isayas Hernandez y S. Oduber y 4-51 — John Hirschfeld y Calisto Henriquez.

Sport Park-Shell Cricket Matches Will Open Today

The Lago Sport Park Board announced last week the names of the cricket players who will appear for the Sport Park in two matches with a Shell Sports Association team from Curacao today, tomorrow and Monday.

Representing the Sport Park in a one-day 'colts' match today at the Sport Park will be R. McLean, captain; A. Clouden, M. Dalrymple, J. Hodge, K. Perrotte, Clifford Matthews, W. Shockness, L. Krind, G. Hamel, D. Williams and F. Cranston.

Representing the Sport Park in a two-day test match tomorrow and Monday will be G. Sealey, captain; G. Straghn, K. Worrell, O. Ifill, L.

de Couteau, M. Grant, E. Alkins, L. Mendez, M. John and A. Perrotte.

The selections were made from a group of players who competed in the Sport Park's annual cricket competition and who were invited to try out for the teams.

Last year the Sport Park team, playing the Shell side on its home pitch, took the 'colts' match and drew the two-day test match. As in years past the teams will be competing for the Crown Life Trophy.

Last night players from both groups were scheduled to meet in ping pong and billiards and this afternoon are slated to play tennis.

NEW ARRIVALS

May 14
WILLIAM, John P. - Mech. - Garage;
A son, Mario Lucian.
ADAM, Joseph - Mech. - Yard; A daughter, Nina Wilhelmina.
May 15
BOEKHOUDT, Alberto - Mech. Welding;
A daughter, Gloria.
BRANHAM, James S. - Mech. - Machine;
A son, James Samuel, Jr.
TROMP, Serapio - Drydock; A daughter, Marlanita.
CHARLES, James - Mech. - Mason; A son, Maxwell Adolphus.
May 17
MYERS, John W. - Accounting; A son, Gregory Neil.
PEADL, Henrich L. - Accounting; A daughter, Marlene Judith.
May 18
JOSEPH, Marcus - Lago Police; A son, Wilbert St. Clair.
May 19
AREND, Jan N. - I.O.F.; A son, Ernand Jan Marianus.
May 20
ZAMBRANO, Rafael A. - Industrial Relations; A daughter, Estrella Elizabeth.
May 21
PONSON, Carol B. - Cat. & Lt. Ends;
A daughter, Ingrid Mildred.
VILBER, Rudi L. - Mech. - Electrical;
A daughter.
STODDARD, Howard O. - Mech. - Electrical; A daughter, Debra Ann.
May 22
GERMAN, Floriano - Mech. - Mason;

A son, Servacio Cornelis.
CHRISTIAANS, Marcelino - Mech. - Pipe;
A son, Jacinto Marinus.
VAN DER LINDE, Jose - Cracking Plant;
A daughter, Dolores Mariana.
DAMIAN, Eugenio - Cracking Plant; A son, Emilio Julio.

May 23
BRIESKEN, Benedicto - Mech. - Garage;
A daughter, Eileen Electa.
BOOS, Simon G. - Cat. & Lt. Ends;
A daughter, Lucia Sabrina.
HO SAM SOOI, Frank - TSD Lab No. 2;
A son, Michael Steve.

May 26
DE ABBRU, Richard - Cracking Plant;
A son, Russell Anthony.

British Consulate Hours Changed

The British Consulate will be open for the transaction of business from 8 a.m. to 1 p.m. Monday through Friday and from 8 a.m. to noon Saturday until further notice.

The consulate will be closed Sundays and designated public holidays.



Al Rosen

Infielder, bats and throws right, 29, 5-foot 10, 185, 145 RBI, .336 avg.



Bob Lemon

Pitcher, bats left, throws right, 33, 6 feet, 185, won 21, lost 15.



CLEVELAND INDIANS

The Indians are on the warpath! And this time it looks as if they mean to wield their tomahawk right through the American League. The pennant-starved Cleveland Indians — their only flags coming in 1920 and 1948 — this year hope to upset the favored Yankees and walk off with the league scalp. Last year they were second best to the Yankees.

On paper they have the warriors to do it. Heading the list is Al Rosen who last year won the league's Most Valuable Player award. He led the league in home runs, runs batted in and slugging percentage with 43, 145 and .613. His 1953 batting average of .336 was only one point less than Mickey Vernon who copped the batting crown. Other power hitters who supply drive to Cleveland's offense are Larry Doby, Harry Simpson, Jim Hegan and Rudy Regalado.

On the mound the Indians have a formidable threesome in Bob Lemon, Mike Garcia and Early Wynn. This trio gained credit for 56 of Cleveland's 92 wins last year. Behind these three are Bob Feller, who for years was Cleveland's outstanding hurler, and Art Houtteman.

For the past few years, the Indians on paper have always looked like the team to beat. On the field it was a different story, however. This year they have given indications of also being the team to beat on the field. They recently put together a string of 11 straight victories and as of May 30 had racked up 14 straight victories at home. The tomahawk is sharp now. Will it be at the completion of 154 games?



Jim Hegan

Catcher, bats and throws right, 33, 6-foot 2, 195, 37 RBI, .217 avg.



Mike Garcia

Pitcher, bats and throws right, 30, 6-foot 1, 200, won 18, lost 9.



Bobby Avila

Infielder, bats and throws right, 27, 5-foot 10, 175, 55 RBI, .286 avg.



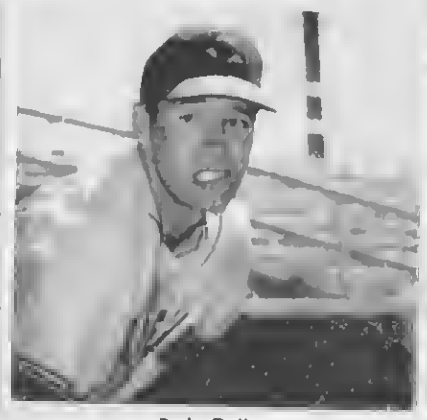
Manager Al Lopez

Chief of rampaging Cleveland tribe.



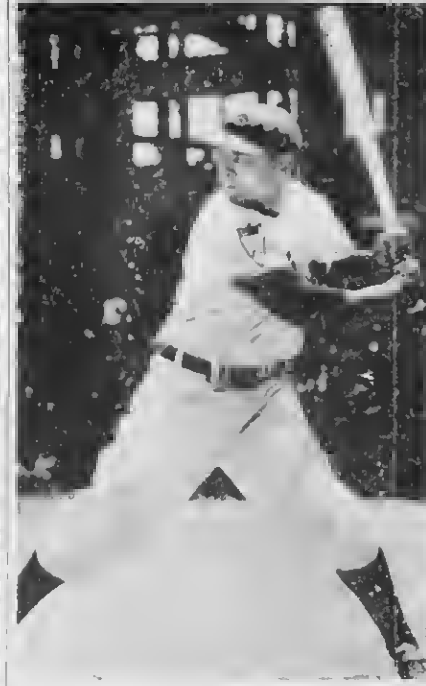
Early Wynn

Pitcher, bats either side, throws right, 34, 6 feet, 195, won 17, lost 12.



Bob Feller

Pitcher, bats and throws right, 35, 6-foot 1, 185, won 10, lost 7 last season.



Larry Doby

Outfielder, bats left, throws right, 29, 6-foot 1, 182, 102 RBI, .263 avg.



Harry Simpson

Outfielder, bats left, throws right, 28, 6-foot 1, 175, 22 RBI, .227.



HIGHLIGHT of the Lago Club May Day festivities May 16 was the crowning of Queen Elizabeth De Vries. The pert little queen's court includes (left to right) Roy Vieira, Indrani Lall, Meagan Kalloo, Ciciel Fortain, Cheryl Alleyne, Jane Marcas and Edna Tromp.

CULMINACION di e festividadnan na Lago Club Mei 16 tabata coronamento di Reina Elizabeth de Vries. Corte di e reina chikito ta inclui (robez pa drechi) Roy Vieira, Indrani Lall, Meagan Kalloo, Ciciel Fortain, Cheryl Alleyne, Jane Marcas y Edna Tromp.

The BOYS and GIRLS PAGE

For Something New in Kites

make a hi-flying kite-BIRD

Kite-birds are flying in Aruba. Necessary materials are brown wrapping paper, thread, twine, glue, a knife for whittling down any wood too thick for balance, sticks made preferably of white pine, a pair of scissors, poster color paints and waxed paper.

Follow the drawing while reading the instructions.

Three-stick kite-bird: The main stick is 36 inches long and should be one-quarter inch thick. This 36-inch stick is "A" and should be placed vertically upon the work table. Eight inches from the top, lay a 30-inch stick of the same width in thickness. This is "B." Center "B" correctly on "A," measuring the distance accurately. When you have the exact center, glue sparingly, then bind with thread to hold into place. Six inches from the bottom of "A," place horizontally a 12-inch stick, this is "C." "C" should be the same thickness as "A" and "B." For the round head and the top of the wings, use picture-wire, bending it into two curved peaks for the wings. The picture-wire is "D." Bind "D" securely on both "A" and "B" watching your proper balance weight.

Lay the completed frame upon your wrapping paper and trace your bird pattern, leaving a good one-inch margin from the picture to fold over on the frame later.

Doing the Face

The Kite-bird is supposed to look like a hawk, having dark red eyes and a black hooked bill. The head, neck and lower parts are gray, the wings deep black, the legs scarlet. The eyes will look more realistic if they are cut out and waxed paper circles pasted over the back. This waxed paper should be red. Now affix waxed paper pupils colored black in the front. Let the paint dry thoroughly and then press the one-inch margin over your frame and glue thin and evenly. If you are using liquid glue be sure to dilute it with warm water for the paper. This is to guard against any excess weight.

You will need two strings for the bridle, one string on "A" the other string on "B." Bring both strings together at the top center point of the kite. Take a loop in the string so the distance from the kite to the knot will be about 13 inches. The tail may be made of scraps of paper, doubled in narrow folds and tied to

a strong string every 12 inches. Attach the tail-string with glue and string. The length of the tail will depend upon the air resistance so it is impossible to say whether it should be 10 feet or 12. Extra tail should always be held in reserve in case it is needed on the field.

Two-stick kite: Those who do not want to bother with the extra effort in shaping the picture-wire can make a simple two-stick kite. You can use the same one-quarter-inch width in the two-stick kite and you can make it smaller than the three-stick, making your long stick 26 inches and the cross stick 22 inches. Notch the ends of the cross stick and long stick. Place your cross stick 7 1/4 inches from the top, centering accu-

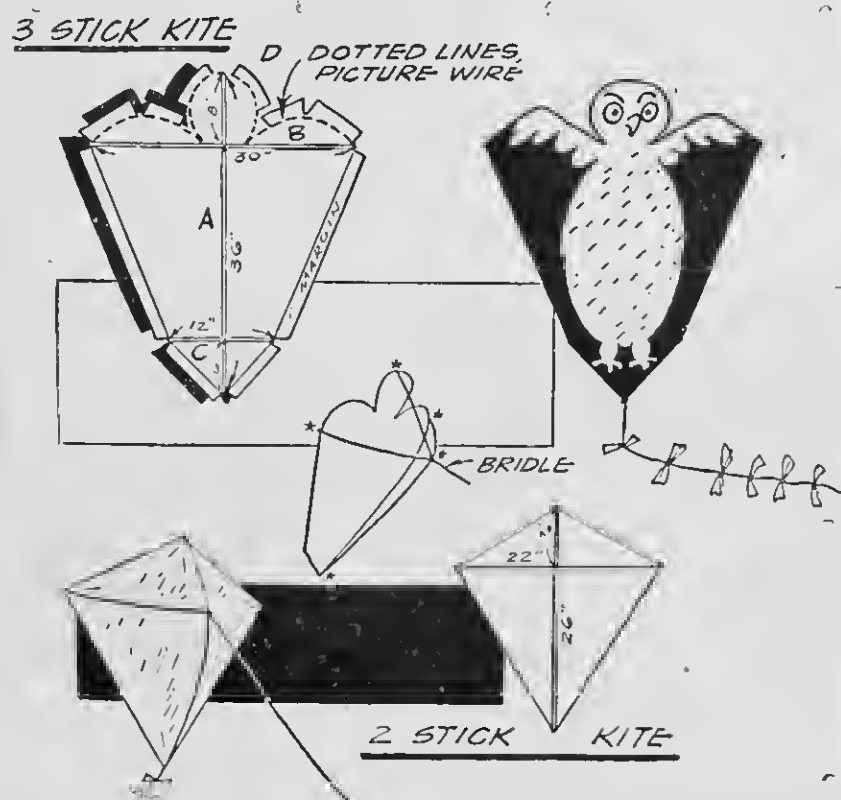
Kite Flying Ancient Chinese Passtime

Kite flying is a sport that dates far into the history of China. For hundreds of years entire Chinese families, mothers and fathers included, guided large multi-colored kites through the skies. But while the majority of kites we see in Aruba are diamond-shaped, the Chinese kites are of many designs ranging from sprawling lizards and wiggly spiders to flowers and insects.

As far as size is concerned, it is common to see youngsters on a countryside in China skillfully maneuvering kites that are 30 feet long or measure six to seven feet from wing to wing. The Chinese also use bamboo sticks with holes in them to give their kites whistling sounds.

Kites weren't always playthings. They were invented about 400 BC. In ancient China and Korea they were used by armies to carry cables across rivers and ravines so that soldiers could follow.

Glue and thread into position. Tie the sticks and draw the string taut. Slip the string into the notches starting at the top. If your picture bird is ready and painted, place it on the frame and paste. The bridle has two strings, one attached to the long stick and one to the cross stick. Attach your string 12 inches from the kite to the bridle. You can, if you wish, add tail feathers of crepe paper and a crest of the same material.



It Began in Frankfurt

How Sausages Turned Into (Ymm) Hot Dogs

Hans, the butcher, had a busy day before him. He looked at the meat that had to be converted into sausages. In Frankfurt, Germany, 100 years ago a butcher shop had to provide many kinds of spiced and smoked sausages to please its customers.

But Hans was tired of making the same old rolls of sausage. He wondered if German housewives were not tired also of cooking the same old thing.

He shook his finger at Schnorkel, his pet Dachshund, who sat expectantly on the sawdust floor of the butcher shop. "This morning we will make something different! To be sure, we will make all the old kind of sausages first. Then we will make a new one."

Schnorkel barked with enthusiasm. He was a smart dog who well knew that sausage making day provided a greedy little dog with many choice bites.

"Ah then, you are in favor of the new sausage?" his master asked. "When it is ready I will give you a taste and then you shall give me your opinion!"

In Honor of a Dog

Hans, the butcher, went to work. He boiled choice beef with a new selection of spices. Then he chopped the meat into bits. He stirred and tasted. It was good. Remembering his promise to his pet, he threw a morsel to Schnorkel who was still under foot in the shop.

"How do you like this new sausage, hein?" the butcher asked.

Schnorkel gobbled. Then he barked loudly. Then he managed to arrange his funny long body and short legs into a sitting position. He begged politely.

Hans, the butcher, laughed and threw him another bite. "Then you approve? This sausage may make us



famous. Who knows? Let me see, I shall call it a frankfurter, because it is made in our town of Frankfurt. Now I must stuff the sausage into casings. Wait! I have a wonderful idea!"

Hans stuffed the sausage meat into small casings and tied them off into short links. "Look, Schnorkel," he laughed. "This new sausage shall be shaped just like you!"

The Dachshund barked loudly as if he accepted the honor.

The new sausage did become popular with German housewives. When the frankfurter was introduced into the United States, however, it really found its place in the world, for here some six and a third billion are consumed annually.

The name frankfurter is still used, but the most popular name for the sausage that was concocted in honor of a little Dachshund is now the "hot dog!"

Algo Nobo Den Trahamento di Vlie

Awor ta tempo di vlie na Aruba. Material eu bo tin mester pa traha e clase di vlie aki ta papel pa plak, linja, lijn, un cuehiw pa bo pareha e latanan, lata, sker, waterverf y papel di was.

Sigui e prenehi mientras bo ta leza e direccinnan:

Vlie di parja: E lata mas largo mester ta 36 inch largo y un cuarto

inch diki. Esaki ta "A" y mester worde poni verticalmente ariba e mesa di trabao. Ocho inch for di su punta ariba, pone un lata di 30 inch di largura y mes diki cu di promer. Esaki ta "B." Centro "B" exactamente ariba "A" midienda e distancia cu eni-dao. Ora bo a haya e centro mar'e. Seis inch for di punta di "A", cruza un lata di 12 inch cu ta mes diki cu "A" y "B". Pa e cabes rondo y e halanan, usa waya fini. E waya fini ta mar'e ariba e prenehi como "D". Mara "D" bon duro na "A" y "B" teniendu cuidao pa bo mantene balanza propio.

Pone e curpa completu ariba bo papel di plak y corta rond di dje lagando como un inch na banda pa dobla.

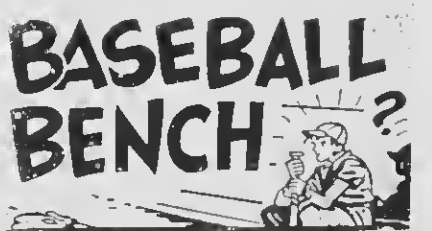
Trahando e Cara

E parja mester sali manera un valk, cu wowo corra seur y un pick preto dobla. E cabes, nek y partinan abao ta shinishi, e halanan preto, e pianan roos. E wowonan ta parece mas realistico si nan worde cortu afor y papel di was worde geplak banda atras. E papel di was mester ta corra. Awor pone papel di was pintu preto adilanti pa e popchi di wowo. Laga e waterverf seka completo y despues cala di plak. Si bo ta usa lijn liquido, percura pa kita loke cu keda ariba e papel cu un panja cu poco awa caliente. Esaki ta pa kita peso excessu.

Bo tin mester di dos linja pa e tom, un linja ariba "A" y uno ariba "B". Trece tur dos hunto den centro ariba di e vlie. Tira un konopi den e linja asina cu e distancia for di e vlie pa e konopi ta mas of menos 13 inch. E rabo por worde traha di papel ge-

vlecht of panja bieuw. Largura di e rabo ta depende ariba resistencia di aire, asina cu no por bisa cuanto bo ta bai tin mester. Sinembargo, percura pa semper bo tin un reserva di rabo na man por si acaso bo tin mester di dje.

Vlie di cruz: Esnan cu no kier turma tur e molester pa traha cu waya por traha un simple vlie di cruz. E latanan mester ta mes diki cu pa e promer vlie pero ho por haci'e mas chikito si bo kier. Cu por ehemplo un lata di 26 inch y uno di 22 inch. Pone e lata mas chikito 7 1/4 inch for di punta ariba di e lata grandi. Mare'e bon. Pasa linja rond y despues plak'e. E tom tin dos linja, un mara na e lata grandi, uno na e chikito. Mara bo luja 12 inch for di e vlie pa e tom. Si bo kier bo por traha pluma di rabo of franchi pa e parja usando papel crepe.



Q - Only seven players have racked up a total of 3000 hits in the history of modern baseball, yet two brothers once achieved the remarkable combined total of more than 5000 hits. Can you name these brothers? A - Paul and Lloyd Waner, as teammates on Pittsburgh's Pirates, made 3152 and 2450 hits, respectively.